AMENDED LOCATION
T.13S. R.10E
T.13S. R.9E
T.14S. R.9E
T.14S. R.8E
T.15S. R.8E
T.16S. R.8E S.L.B.&M.
Equation
Mohrland
M.P.00

UTAH RAILWAY CO.

FILING MAP #6

AMENDED DEFINITE LOCATION THROUGH

T.16S.R.8E., T.15S.R.8E., T.14S.,R.8E., T.14S.R.9E., T.13S.R.9E.

SALT LAKE BASE & MERIDIAN

20.116 MILES.

SCALE: 2000' to 1".

NOTE: RIGHT OF WAY FROM POINT OF REVISION M.P.5.776 TO M.P.00 COVERED BY FILING MAP NO. 4 SALT LAKE CITY, SERIAL 010866.

ENGINEER'S CERTIFICATE.

STATE OF UTAH)
: SS
COUNTY OF SALT LAKE)

William Ashton, being duly sworn, says he was the Chief Engineer of the Utah Railway Company; that the amended survey of the said company's line of railroad, described as follows: beginning at the point of revision at station 81 plus 46.2 in the S. W. ¼ of the N. W. ¼ of section 23, T. 15 So; R.8 E., S. L. B. & M., which point bears North 9 deg. and 32 min. East a distance of 732.5 feet from the S. W. corner of the N. W. ¼ of said section 23, thence northwardly through T. 15 S., R. 8 E., T. 14 S., R. 8 E., T. 14 S., R. 9 E., and T. 13 S., R. 9 E., S.L.B.& M. to a point in the N.W.¼ of section 12 T. 13 S., R. 9 E., said point bears North 51 degrees and 51 minutes East 1780 feet from the S.W. corner of the N. W.¼ of said section 12, a length of 20.116 miles was made under his direction as Chief Engineer of the Company and under its authority, commenced on the 12th day of July 1912, and ending on the 25th day of February, 1913, and that the amended survey of the said line is accurately represented on this map and by the accompanying field notes.

William Ashton.

Sworn and subscribed to before me this [illegible] day of August 1915.

[illegible]
Notary Public.

My commission expires June [illegible] 1917.

PRESIDENT'S CERTIFICATE.

I, Wm M. Bradley, do hereby certify that I am president of the Utah Railway Company; that William Ashton who subscribed the accompanying affidavit was the Chief Engineer of the said company; that the amended survey of the said railroad as accurately represented on this map and by the accompanying field notes, was made under authority of the company; that the company is duly authorized by its articles of incorporation to construct the said railroad upon the location shown upon this map; that the said survey as represented on this map and by said field notes was adopted by resolution of its board of directors on the 19 day of August 1915, as the amended definite location of the said railroad described as follows: Beginning at the point of revision at station 81 plus 46.2 in the S.W.¼ of the N.W.¼ of section 23 T. 15 S., R. 8 E., S.L.B.& M. which point bears North 9 deg. and 32 min. East a distance of 732.5 feet from the S.W. corner of the N.W.¼ of said section 23, thence northwardly through T.15 S. R.8 E., T.14 S., R. 8 E., T. 14 S., R. 9 E. and T. 13 S., R.9 E., S. L. B. & M., to a point in the N.W.¼ of section 12 T. 13 S., R 9 E., said point bears North 51 degrees, and 51 minutes East 1780 feet from the S.W. corner of the N.W. ¼ of said section 12, and that this map has been prepared to be filed in order to obtain the benefits of the act of Congress approved March 3, 1875, entitled "An Act Granting to Railroads the right of way through the public lands of the United States." I further certify that the said railroad is to be operated as a common carrier of passengers and freight.

Wm M Bradley
President of the Utah Railway Company.

H. E. Corser
Secretary.

May 2, 1916.

(Sgd) Andrieus A. Jones
First Assistant Secretary.

U. S. Land Office
Salt Lake City Utah

Filed in duplicate this 31 day of August 1915 and I hereby certify that unpatented land is affected thereby.

Gould B. Blakely
Register.